



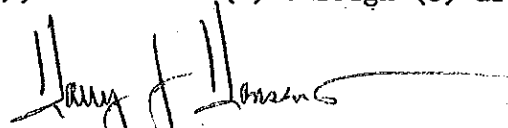
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U. S. S. SOMERS (DDG-34)  
FLEET POST OFFICE  
SAN FRANCISCO 96601

IN REPLY REFER TO:  
DDG34/GBW:gc  
5750  
Ser 128  
25 February 1976

From: Commanding Officer, USS SOMERS (DDG 34)  
To: Director of Naval History (OP-09B9), Washington Navy Yard,  
Washington, D.C. 20390  
Subj: USS SOMERS (DDG 34) 1975 Command History (OPNAV Report 5750-1);  
submission of  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) Chronology of Events  
(2) Narrative of Events  
(3) Documentary Annex to the History of the USS SOMERS

1. In accordance with reference (a), enclosures (1) through (3) are submitted.

  
HARRY J. HANSEN III

Copy to:  
CINCPACFLT  
COMNAVSURFPAC  
COMNAVSURFGRU MIDPAC  
COMDESRON THIRTY FIVE

CHRONOLOGY OF EVENTS OF USS SOMERS (DDG 34)

1 JANUARY to 31 DECEMBER 1975

1 - 9 JAN	INPORT Pearl Harbor, Pre-regular Overhaul
9 JAN	INPORT Pearl Harbor Naval Shipyard, Commence Regular Overhaul
9 JAN - 6 OCT	INPORT Pearl Harbor Naval Shipyard, Regular Overhaul
7 OCT	Change of Command, CDR Harry J. HANSEN III relieves CDR H. L. PABST
7 OCT - 22 OCT	INPORT Pearl Harbor Naval Shipyard, Regular Overhaul
23 OCT	UNDERWAY Local OPS - First Sea Trials
24 - 27 OCT	INPORT Pearl Harbor
28 - 30 OCT	UNDERWAY Local OPS - Second Sea Trials
30 OCT - 6 NOV	INPORT Pearl Harbor
7 NOV - 9 NOV	UNDERWAY Local OPS - Third Sea Trials
10 NOV	INPORT Pearl Harbor, Regular Overhaul Completed
10 - 13 NOV	INPORT Pearl Harbor
14 NOV	UNDERWAY Local OPS
15 - 16 NOV	INPORT Pearl Harbor
16 - 18 NOV	UNDERWAY Local OPS
19 - 30 NOV	INPORT Pearl Harbor, Liberty and Upkeep
1 - 5 DEC	UNDERWAY Local OPS (USS RICHARD S. EDWARDS (DD 950), USS HASSAYAMPA (AO 145), USS TAUTOG (SSN 639))
5 DEC	INPORT Pearl Harbor
6 DEC	INPORT, Visit Ship in Commemoration of Pearl Harbor Day
7 - 8 DEC	INPORT Pearl Harbor
8 - 9 DEC	INPORT NAD West Loch, Ammunition Loadout
9 - 10 DEC	UNDERWAY Local OPS - PMRF for STV Services
11 - 31 DEC	INPORT Pearl Harbor, Liberty and Upkeep

## NARRATIVE OF EVENTS OF USS SOMERS (DDG 34)

SOMERS welcomed the New Year at the United States Naval Station Pearl Harbor in preparation for regular overhaul which commenced on 9 January at Dry Dock #1 of Pearl Harbor Naval Shipyard. Thus began the rigorous demands and frustrations of a complex yard period. Major scheduled events during January included extensive engineering repairs and overhauls to the MK 13 MOD 1 TARTAR missile launcher, SQS 23E Sonar and MK 16 MOD 4 ASROC launcher. The 5"/54 MOD 9 gun mount was replaced with a lightweight MOD 10.

SOMERS' seventh birthday since her conversion to a DDG was celebrated on the 12th of February, an occasion which highlighted a month of routine shipyard work. The months of March and April were spent in the midst of overhaul work with May bringing the end of the dry dock period. On 10 May the SOMERS passed an underwater hull inspection and undocked, mooring port side to shipyard Berth B-1.

The end of May and all of June were again spent in overhaul work with the emphasis placed on ship's personnel taking advantage of training, both aboard and at various schools in the Pearl Harbor area. On 12 June both the officers and crew relaxed at a ship's picnic held at Barbers Point Naval Air Station.

Overhaul progressed throughout July, including a highly successful Lighting Off Examination of the forward engineering plant on 23 July. August proved to be another hard working regular overhaul month in which the SOMERS again became home for her crew. All hands were moved back on board by 31 August.

The crew finally began to see some benefit from all their work when the renovated Enlisted Dining Facility opened on the 2nd of September. The month also saw a successful Lighting Off Examination of the after engineering plant on 8 September and missile radar collimation on the 15th of September.

The beginning of October was highlighted by a Change of Command Ceremony on the 7th, in which the fifth Commanding Officer, Commander H. L. PABST, USN, was relieved by the sixth Commanding Officer, Commander Harry J. HANSEN III, USN.

On the 10th of October the SOMERS had its first underway simulation, or "FAST CRUISE," which gave the crew an opportunity to become familiar with its Watch, Quarter and Station Bill. The 13th of October was spent observing Holiday Routine in commemoration of the 200th Birthday of the Navy, both on board and at various base activities.

The 23rd of October found the SOMERS accomplishing a successful first sea trial followed by a second successful sea trial from 28 - 30 October during which boiler flexibility tests and antenna radiation patterns were accomplished.

The beginning of November located the SOMERS inport and successfully completing Helicopter Certification on the 4th. SOMERS was again underway on 7 - 8 November, this time for a full power run and test firing of the new 5"/54 MOD 10 lightweight gun. Friday the 14th of November found SOMERS underway to the FORACS Range (Fleet Operational Readiness Accuracy Check Sight) which was followed by the 16 - 18 November underway period in which Weapons System Accuracy Tests (WSAT) were held. The month of November closed with "holiday routine" as the ship celebrated Thanksgiving.

On the 1st of December, SOMERS got underway for local operations with the USS RICHARD S. EDWARDS (DD 950), USS HASSAYAMPA (AO 145) and the USS TAUTOG (SSN 639). During this at sea period, the SOMERS conducted a gunshoot, a refueling exercise and engineering casualty control drills. The SOMERS was inport on 5 December in preparation for "Visit Ship" on 6 December, in commemoration of Pearl Harbor Day 24 years earlier. The SOMERS proceeded to NAD West Loch on 8 December for a complete ammunition loadout which restored the SOMERS to full fighting trim. On the 9th and 10th of December the SOMERS operated at the Pacific Missile Range for submarine target vehicle services. The remaining weeks of December were devoted to upkeep and liberty with the SOMERS quietly spending the Christmas Holidays, capping off a busy year, in anticipation of planned Weapons System Qualification Tests and Refresher Training.



**U. S. S. SOMERS (DDG-34)**  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

IN REPLY REFER TO:  
DDG34/BLR:d1  
5750  
Ser 139  
24 FEB 1975

From: Commanding Officer, USS SOMERS (DDG 34)  
To: Director of Naval History (OP-09B9), Washington Navy  
Yard, Washington, D.C., 20390  
Subj: USS SOMERS (DDG 34) 1974 Command History (OPNAV Report  
5750-1); submission of  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) Chronology of Events  
(2) Narrative of Events  
(3) Documentary Annex to the History of USS SOMERS

1. In accordance with reference (a), enclosures (1) through (3)  
are hereby submitted.

*[Signature]*  
H. E. PABST

Copy to: (w/encls)  
CINCPACFLT  
COMNAVSURFPAC  
COMCRUDESPAC  
COMCRUDESPAC REP PEARL  
COMDESRON THIRTY-FIVE

CHRONOLOGY OF EVENTS OF USS SOMERS (DDG 34) 1 JANUARY TO 31

DECEMBER 1974

1-7 JAN	Inport Subic Bay
8	Underway Subic Op Areas
9-10	NAVMAG Subic Ammunition Loadout Underway for Hong Kong
11-16	Moored Buoy #3 Hong Kong Harbor
16-18	Enroute Subic Bay
18-20	Inport Subic Bay
20 JAN - 9 FEB	Underway Special Ops
10-12	Enroute Singapore
13-26	Inport Singapore
26 FEB - 26 MAR	TG 77.7
26-30 MAR	Port Visit Karachi, Pakistan
1-22 APR	Indian Ocean Ops
23-26	Enroute Subic Bay
26-29	Inport Subic Bay
29 APR - 5 MAY	Enroute Pearl Harbor
5 MAY	Guam Fuel and Stores
5-13 MAY	Enroute Pearl Harbor
13 MAY - 27 JUN	Inport Pearl Harbor, Leave and Upkeep
27-28	Underway Engineering Trials
28 JUN - 23 JUL	Inport Pearl Harbor; 8-9 JUL 6 First Class and 5 Third Class Midshipmen Embarked; Pre-overhaul Test and Inspection
24-26 JUL	Underway COMPTUEX 5B-74
26-28 JUL	Anchored Kailua Kona, Hawaii
29 JUL	Dependents Cruise Kona to Pearl Harbor
29 JUL - 19 AUG	Inport Pearl Harbor
19-23 AUG	Underway Hawaiian Op Areas
23 AUG - 16 SEP	Inport Pearl Harbor
16-19	Underway Hawaiian Op Areas
19-23	Inport Pearl Harbor
23-27	Underway Hawaiian Op Areas
27-30	Inport Pearl Harbor
1-4 OCT	Underway Hawaiian Op Areas
4-21	Inport Pearl Harbor
21-24	Underway Hawaiian Op Areas
24 OCT - 18 NOV	Inport Pearl Harbor
18-19	COMBATSYSSEX 2-74
19-22	Underway Hawaiian Op Areas
22-24	Inport Pearl Harbor
25-27	Underway Hawaiian Op Areas
27 NOV - 1 DEC	Inport Pearl Harbor
2-3 DEC	Underway Hawaiian Op Areas
4-8 DEC	Inport Pearl Harbor
9-10 DEC	Westloch Weapons Off-load
11 DEC	Underway Hawaiian Op Areas
12-31 DEC	Inport Pearl Harbor

New Years 1974 found SOMERS in port Subic Bay, R. P. approaching the midway point of a WESTPAC deployment which had begun in October, 1973. The Holiday was a welcome respite from a heavy operational schedule which had included participation in the ASW exercise Dolphin II-73 in early December.

The mothballs were shaken out of dress blue uniforms on 9 January as SOMERS was underway for Hong Kong after a brief stop at Naval Magazine, Subic Bay for an ammunition handling evolution. The crown colony of Hong Kong opened her arms to SOMERSMEN for four days of shopping, dining and sightseeing. Water taxis hourly made buoy number 3 and SOMERS' gangway laden with the treasures of the Orient. It was a sad farewell on 16 January as SOMERS departed for the return to Subic Bay. The transit time was devoted to general drills and to the testing of weapons and electronic equipment.

COMDESRON THIRTY-FIVE, Captain P. S. BEAMAN, USN, shifted his flag to SOMERS on 18 January as SOMERS was placed on an eight hour standby to get underway for special operations. SOMERS departed Subic Bay on 20 January and spent the next three weeks at sea, during which time SOMERS accomplished every type of replenishment operation including a complete stores loadout by helicopter.

On the evening of 12 February SOMERS entered the straits of Malacca and moored the morning of the thirteenth at the ANZUK Naval Basin, Singapore for a twelve day upkeep and voyage repair period at Sembawang Shipyard. SOMERSMEN needed only minor repairs to their bodies after two vigorous rugby matches with a Malaysian Army unit and with the ship's team from HMNZS OTAGO.

SOMERS left Singapore on 26 February and joined Task Group 77.7. Rear Admiral Donald DAVIS, USN, aboard USS KITTY HAWK (CV 63), commanding, on 28 February for operations in the Indian Ocean. A mock missile/aircraft battle was conducted as KITTY HAWK and her escorts rendezvoused with and relieved the Indian Ocean squadron and flagship, USS BAINBRIDGE (DLGN 25). COMDESRON TWENTY-THREE, Captain R. C. CONNOLLY, III, USN, shifted his flag to SOMERS and assumed duties as Screen Commander.

SOMERS and the other screening units, USS KIRK (DE 1087) and USS BRONSTEIN (DE 1037) spent 6 weeks engaged in intensive anti-air warfare exercises and in numerous tests to evaluate the CV concept. In addition, SOMERS performed plane guard duties and conducted underway replenishment operations with USS MISSIPILLION (AO 105) and USS NIAGARA FALLS.

While engaged in operations in the Northern Arabian Sea, SOMERS rendered emergency assistance to the Sharjan merchantmen CURRO which had been adrift 3 days. SOMERS provided repairs and provisions to the crippled vessel which enabled her to continue under her own power to her homeport.

King Neptune and his royal court were eagerly welcomed aboard by SOMERS' Pollywogs on 19 March as SOMERS crossed the Equator at longitude 046-27.2' East. SOMERS steered north in company with USS KIRK enroute for a 26 March port call in Karachi, Pakistan. Commodore CONNOLLY received official calls from Senior Pakistani Naval officers and members of the local diplomatic community on board SOMERS, including M. Gordon TIGER, United States Consul General. While in port Karachi, LCDR R. H. WYTENBACH, USN was relieved by LCDR Jere G. MACKIN, USN as SOMERS' Executive Officer.

SOMERS received stores and fuel from USS SACRAMENTO (AOE 1) on April 1st as she steamed westward from Karachi to rejoin USS KITTY HAWK for an 8 April sea/air power demonstration staged in the straits of Hormuz for the Shah of Iran and Admiral Thomas MOORER, Chairman of the Joint Chiefs of Staff as the culmination of the CENTO conference.

SOMERSMEN observed Easter Sunday on 14 April, and the following day received several welcome bags of mail from USS WHITE PLAINS. Gunnery and Engineering exercises ensued as Task Group 77.7 began the long transit eastward. Commodore CONNOLLY shifted his flag to KIRK on 18 April. On the morning of the twentieth, utilizing providential cloud cover and various hide and seek tactics SOMERS waged a successful mock air battle against planes from KITTY HAWK's air group. SOMERS detached from Task Group 77.7 on 23 April and worked her way through the heavy traffic of the Malacca Straits enroute Subic Bay. Three days for voyage repairs were all that was needed before SOMERS cast off for home, navigating the Straits of San Bernadino on 30 April.

SOMERS topped off in an underway replenishment with USNS PASSUMPSIC before steering southeast to avoid menacing tropical storm Carla. A brief fuel stop at Guam on 5 May preceeded the long Midpac transit. SOMERS rejoined Third Fleet on 8 May and crossed the International dateline on the "first" 10 May. The "second" 10 May was highlighted by a late afternoon fuel stop at Midway Island and on 13 May, SOMERS moored outboard USS PREBLE (DLG 15), at U. S. Naval Station Pearl Harbor, Hawaii.



The post deployment, leave, upkeep and schools period continued into June until SOMERS was again underway on 27-28 June for Engineering trials and type training. 8 and 9 July were devoted to a quarterly PMS inspection which was passed handily. On 9 July SOMERS embarked six first class and five third class Midshipmen for 6 weeks of summer training. The entire ship had begun to look ahead to a rigorous regular shipyard overhaul scheduled to commence in January 1975, and the week of 13 July was devoted to pre-overhaul tests and inspections.

24 July meant underway for COMPTUEX 5B-74 which included successful Tartar missile and ASROC torpedo firings against synthetic targets. SOMERS conducted Naval Gunfire Support exercises at Kahoolawe on Friday, 26 July and anchored out that evening at Kailua Kona on the island of Hawaii, where a full round of activities had been planned by the local chapter of the Navy League. SOMERS departed Monday morning with several dependents on board for the day long return trip to Pearl Harbor.

August was highlighted by SOMERS providing Submarine Target Services to several submarine units to assist in the training of prospective submarine commanding officers. SOMERS and the training units utilized the acoustic range facilities at the Pacific Missile Range, Kauai, to maximize the training value of each simulated attack. On 31 August, SOMERS served as flagship for Vice Admiral RAPP as he was relieved by Vice Admiral J. H. DOYLE as COMMANDER THIRD FLEET.

SOMERS utilized the first two weeks of September to participate in a Human Resources Availability designed to facilitate intraship communications among all levels of command. She then got underway on 16 September for local operations and mutual services with USS SEA DRAGON (SSN 584) and USS ASPRO (SSN 684). On 20 September SOMERS again served as flagship for a change of command as the pennant of Destroyer Squadron THIRTY-FIVE was transferred from Captain P. S. BEAMAN, USN to Captain John D. SCULL, USN.

23-27 September saw SOMERS again underway for local operations and type training in preparation for joint operations scheduled 1-4 October with units of the Japanese Maritime Self Defense Force. COMDESRON 35 embarked for the joint exercise which saw SOMERS conducting anti submarine warfare exercises with the Japanese submarine UZUSHIO.

SOMERSMEN participated in life raft races and other local

events held on the occasion of the United States Navy's 198th birthday on 11 October and celebrated with a picnic for crew members and dependents on 18 October.

A day of underway type training that included gunnery and air control exercises was followed on 21 October by an informal visit by Secretary of the Navy, J. William MIDDENDORF II, and Commander in Chief, U. S. Pacific Fleet, Admiral Maurice E. WIESNER, USN.

Kahoolawe felt the impact of SOMERS rounds again on 22 and 23 October when she put on a naval gunfire demonstration for the Secretary of the Navy.

SOMERS rugby team reclaimed its championship title on 3 November when it defeated the hard fighting team of New Zealanders from HMNZS CANTERBURY. The fans cheered their respective teams as the team members exchanged friendly words and lumps, in all a very memorable game.

As the eighteenth of November approached nearly every combatant ship in the Pearl Harbor area prepared for the commencement of COMBATSSEX 2-74.

SOMERS participated while berthed at Ford Island. While aboard, Vice Admiral DOYLE was able to witness first hand the high quality of professionalism and expertise displayed by SOMERS' officers and crew.

On the afternoon of the nineteenth SOMERS was at sea for more type training. She returned to port for the weekend and on the following Monday was enroute to the island of Kahoolawe to provide naval gunfire support spotter training services.

Following a short at sea period on 2-3 December SOMERS returned to Pearl Harbor to make preparations for visit ship duties. On Saturday, 7 December, Pearl Harbor Day, SOMERS welcomed aboard over 1200 visitors from nearly every state in the union, as well as several foreign countries. The visitors enjoyed talking to crew members, taking pictures and tours as well as asking nearly every question imaginable about ships. SOMERS is proud of the fact that she nearly doubled the Pearl Harbor visit ship attendance record set by other ships.

On the ninth and tenth of December SOMERS off loaded her weapons in preparation for her upcoming yard period. Eleven December SOMERS finished up her last at sea period for 1974 by providing submarine target vessel services. Early on the morning of the twelfth, SOMERS tied up in Pearl Harbor to commence her pre-overhaul.

Prior to commencement of holiday routine on twenty-three December Commander PABST addressed all hands on the Tartar deck. The captain thanked everyone sincerely for their hard work and efforts put forth during the past year, and assured them that they had paid off. In closing the captain wished everyone happy holidays and a prosperous and rewarding new year. .



U. S. S. SOMERS (DDG-34)  
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IN REPLY REFER TO:  
DDG34/CAN:mjc  
5750  
Ser 68  
10 February 1974

From: Commanding Officer, USS SOMERS (DDG 34)  
To: Director of Naval History (OP-09B9), Washington Navy  
Yard, Washington, D.C., 20390  
Subj: USS SOMERS (DDG 34) 1973 Command History (OPNAV Report  
5750-1); submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronology of Events  
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*H. L. Pabst*  
H. L. PABST

Copy to:  
CINCPACFLT (w/encl)  
COMCRUDESPAC (w/encl)  
COMCRUDESPACREP PEARL (w/encl)  
COMDESRON THIRTY-FIVE (w/encl)

CHRONOLOGY OF EVENTS OF USS SOMERS (DDG 34) 1 JANUARY TO 31 DECEMBER 1974

1-7 JAN	INPORT LONG BEACH
8 JAN	UNDERWAY LOCAL OP AREA INSURV INSPECTION
9 JAN-25 FEB	INPORT LONG BEACH
26 FEB	UNDERWAY: AMMUNITION LOADOUT NAD SEAL BEACH
27 FEB-4 MAR	INPORT LONG BEACH
5-9 MAR	UNDERWAY LOCAL OP AREAS COMTUEX 5-73
30 MAR-1 APR	INPORT LONG BEACH
2-5 APR	UNDERWAY LOCAL OP AREAS
6-8 APR	INPORT LONG BEACH
9-13 APR	UNDERWAY LOCAL OP AREAS
14-15 APR	INPORT USNAVALSHIPYARD LONG BEACH
16-19 APR	UNDERWAY LOCAL OP AREAS
20 APR-18 JUN	INPORT RAV USNAVALSHIPYARD LONG BEACH
19 JUN	UNDERWAY: SEA TRIALS
20-27 JUN	INPORT LONG BEACH
28 JUN	UNDERWAY: AMMUNITION LOADOUT NAD SEAL BEACH
29 JUN-5 JUL	INPORT LONG BEACH
6 JUL	UNDERWAY: DEPENDENTS' CRUISE
7-8 JUL	INPORT LONG BEACH
9-11 JUL	ENROUTE PORT HUENEME
12-14 JUL	INPORT PORT HUENEME
14-26 JUL	INPORT LONG BEACH
27 JUL-1 AUG	ENROUTE SEATTLE
1-5 AUG	INPORT SEATTLE
6-15 AUG	COMTUEX 7-73: ENROUTE LONG BEACH
15 AUG-8 OCT	INPORT LONG BEACH
9-15 OCT	ENROUTE PEARL HARBOR
15-21 OCT	INPORT PEARL HARBOR
22 OCT-5 NOV	ENROUTE SUBIC BAY
5-10 NOV	INPORT SUBIC BAY
11 NOV	UNDERWAY SUBIC OP AREAS, ANCHOR OUT
12-14 NOV	CVA ESCORT - ENROUTE GULF OF TONKIN
15-19 NOV	ENROUTE SUBIC BAY
20 NOV-3 DEC	INPORT SUBIC BAY
3-5 DEC	UNDERWAY SUBIC OP AREAS
6-13 DEC	DOLPHIN II-73
16-21 DEC	NGFS SPOTTER TRAINING, TABONES NGFS RANGE
21-31 DEC	INPORT SUBIC BAY

# NARRATIVE OF EVENTS OF USS SOMERS

(DDG 34)

1 JANUARY TO 31 DECEMBER 1973

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SOMERS welcomed in the New Year at the U.S. Naval Station Long Beach in preparation for the cyclic Inspection and Survey (INSURV). The month of December had been spent in a post deployment stand-down and it was again time to embark upon concentrated maintenance and upkeep. The INSURV was highly successful with SOMERS showing her heels to the inspection team in handily passing the full power engineering trials, and in creating an overall outstanding impression among the inspectors.

SOMERS' Fifth Birthday since her conversion to a DDG was celebrated on the 12th of February, an occasion which highlighted a month of routine inport work which is so necessary to keeping a ship fit and ready for sea.

The disestablishment of Destroyer Squadron NINETEEN on 3 March saw SOMERS transferred to Destroyer Squadron THIRTY-FIVE. Rear Admiral William L. REED, COMDESFLOT THREE, was senior guest as DESRON 19 furled its colors aboard SOMERS in a ceremony marked by the awarding of Bronze Stars with combat distinguishing device to Captain E. J. BROWN, Commander, Destroyer Squadron NINETEEN and SOMERS' own Commanding Officer, W. E. VOLLMER, Jr., Commander, USN.

The post stand-down months of preparation and training were put to the test during the four days of COMTUEX 5-73, 5-9 March, when SOMERS, underway in company with USS ENGLAND (DLG 22), USS ROARK (DE 1053) and USS JOHN PAUL JONES (DDG 32) distinguished herself in the tracking and destruction of three of four highspeed drone targets, successfully engaging each with her TARTAR battery. In addition, SOMERS assumed the role of Air Defense Control Ship and tracked and reported exercise aircraft when the assigned unit experienced a communications casualty. Naval Gunfire Support exercises at the San Clemente Range rounded out the week, and SOMERS returned to Long Beach for a two week respite before getting underway on the 26th for the initial phase of tests of the experimental RDS/TIPS SYS-1, (Radar Detection System/Target Information Processing System). SOMERS returned to Long Beach on the last day of the month.

The test schedule called for SOMERS to be underway Monday through Friday over the course of four weeks and, as a result, SOMERS was singling up and standing out of Long Beach again

ENCLOSURE (2)

on the morning of 2 April. Returning the 6th, SOMERS' weekend in port was highlighted by ship's personnel manning the motor whale boat to rescue the crew of a private sailboat which had capsized in the harbor. All of the weekend yachtsmen were recovered in excellent condition.

SOMERS took advantage of the third SYS-1 underway period, 9-13 April, in fully qualifying for Naval Gunfire operations, peppering the range at San Clemente and filling the skies with fields of flak for inbound drone targets to deal with.

The week of 16-19 April concluded the remarkably successful SYS-1 tests and evaluations, and SOMERS entered U.S. Naval Shipyard on 20 April for a restricted availability after a quick stop on the 19th at Naval Ammunition Depot, Seal Beach to off-load ammunition.

The yard period, while extended until 19 June, saw reduction gear damage repaired, and both anchor chains completely overhauled and painted. The Readiness Improvement Program implemented during the availability featured a massive internal painting campaign and an emphasis placed on ship's personnel taking advantage of school, both aboard and at various training commands in the Long Beach and San Diego areas. SOMERS' team of Sonar Technicians and Gunners' Mates were awarded an "outstanding" for their performance and ability demonstrated during the Nuclear Technical Proficiency Inspection conducted 1-2 May.

Successful Sea Trials staged 19 June proved SOMERS was again in top shape and ready for any commitment. A complete ammunition loadout at Seal Beach on 28 June restored SOMERS to full fighting trim in anticipation of her now not-to-distant WESTPAC deployment. A day of fun and relaxation was enjoyed by SOMERSMEN and their dependents on 21 June when SOMERS celebrated the festive annual picnic sponsored by the Whittier Navy League.

SOMERS dependents enjoyed a day at sea on 6 July on a cruise graced by good weather and highlighted by a demonstration firing of mount-fifty-one and a man-overboard recovery drill.

SYS-1 had generated so much interest that SOMERS was summoned to Naval Ships Weapons Systems Engineering Station, Port Hueneme, California for a four day period between 9-13 July to further demonstrate the systems' effectiveness. Rear Admiral Mark WOODS, COMCRUDESPAC, was the Senior Officer present for the demonstration. While at Port Hueneme, visit ship was held daily, and over 1,000 visitors crossed SOMERS' quarterdeck for guided tours of a modern destroyer.

SOMERS returned to Long Beach on 14 July for a two week stay before again getting underway on the 27th for two days of type training prior to transiting to Seattle to assume duties as the official Navy representative at the annual Sea Fair. SOMERS was joined on the visit to Seattle by USS BRONSTEIN (DE 1037), USS BREWTON (DE 1086), and USS ROGERS (DD 876). SOMERS' personnel took full advantage of their stay in the Northwest, attending hydroplane races and simply "getting away from it all" to camping and fishing afforded by nearby Mt. Rainier. The port call was highlighted by the visit of Secretary of Labor, Peter J. BRENNEN, who joined SOMERS' wardroom for lunch on 4 August.

Puget Sound and the straits of Juan De Fuca were transited on 6 August as SOMERS got underway for the return trip to Long Beach and COMTUEX 7-73. It was a busy nine days as SOMERS completed in succession an Operational Readiness Inspection battle problem for training on 8 August, two anti-ship cruise Missile Exercises on the 10th (in which her Tartar missiles again accounted for two hits on two targets), and an underway replenishment with USS MISPELLION (AO 105) on the 11th prior to assuming planeguard duties for USS MIDWAY (CVA 41) on 12 August. A final UNREP, this time with USS ASHTABULA (AO 51) early on 15 August completed the at-sea period, and SOMERS moored at Pier 15, Long Beach Naval Station that afternoon.

The remaining weeks of August and the entire month of September were devoted to upkeep and the increase of SOMERS' condition of readiness for the October deployment. There was plenty of free beer and a fun-filled evening for all on the evening of 20 September as SOMERS' personnel enjoyed a pre-deployment party. On 29 September, SOMERS bid farewell to Commander W. E. VOLLMER, Jr., USN and welcomed aboard Commander Howard L. PABST, who assumed duties as Commanding Officer.

With eleven months of preparation and training behind her, SOMERS was underway on 9 October as flagship for, and in company of Destroyer Squadron THIRTY-FIVE; USS PEARY (DE 1073), USS HAROLD E. HOLT (DE 1074), and USS BREWTON (DE 1086) under the tactical command of Captain Percy S. BEAMAN, Commander Destroyer Squadron THIRTY-FIVE, for a brief stop in the new homeport of Pearl Harbor before proceeding to her first peacetime deployment to the Western Pacific in more than five years.

The transit to Hawaii was marked by fair weather and highlighted by a successful Operational Readiness Inspection Battle Problem, and an awards ceremony and cookout on the Tartar Deck in celebration of the United States Navy's 198th Birthday.



SOMERSMEN manned the rails for the entrance into Pearl Harbor the morning of 15 October and then spent a week of soaking up the sun and making all arrangements for the resettlement of many families in the Islands at the conclusion of the deployment.

SOMERS again passed the difficult Navy Technical Proficiency Inspection on 17-18 October and then was underway on the afternoon of 22 October, again with the ships of Destroyer Squadron THIRTY-FIVE, for the transit to Subic Bay, Republic of the Philippines.

Rendezvous with USS ORISKANY (CVA 34) and her escort, USS BADGER (DE 1071), was effected north of Midway Island on the 25th and ORISKANY proved a welcome sight to a fuel-thirsty SOMERS as she maneuvered alongside for underway replenishment. The International Dateline was passed on the 26th, and on the 29th, SOMERS was the last ship to refuel from the nearly dry, soon to be decommissioned, USS GUADALUPE (AO 32). The evening on the 27th was marked by the overflight of two Soviet long range reconnaissance aircraft, out to take a look at the task force, and on the morning of the 30th, SOMERS became a member of the United States SEVENTH Fleet and was assigned as an element of Task Group 77.5.

SOMERS again refueled from ORISKANY on the first day of November and enjoyed a scenic passage of the famed San Bernardino Strait prior to mooring outboard USS PIEDMONT (AD 17) at U.S. Naval Station Subic Bay on the morning of 5 November. A week of post transit upkeep was in store before again getting underway on the 11th for type training in the Subic op-area.

Orders were received to join ORISKANY again for escort duty, and SOMERS departed the Subic area on 12 November for the transit to the Gulf of Tonkin. There, SOMERS left ORISKANY in the company of USS PEARY (DE 1073) and moved to the North PIRAZ station as anti-aircraft "shotgun" for USS ENGLAND (DLG 22) providing close perimeter anti-aircraft protection while maintaining an alert condition III state of readiness, from 14-15 November.

USS CAMDEN (AOE 2) provided welcomed fuel the evening of 17 November in a night UNREP executed professionally and expeditiously despite heavy seas. CAMDEN provided ammunition and stores in a vertical replenishment carried out via helicopter the succeeding afternoon and then SOMERS was detached to proceed individually across the South China Sea, passing Grande Island and mooring outboard USS BENJAMIN STODDERT (DDG 22) the morning of 20 November.

Thanksgiving was observed on 22 November as SOMERS assumed duties as flagship for Rear Admiral William A. MEYERS, III, Commander Cruiser-Destroyer Force SEVENTH Fleet until 3 December. The inport period proved most enjoyable as SOMERS was assigned as official host for HMAS PARRAMATTA during her stay at Subic. SOMERSMEN participated in a rugby game with the Australians, and though edged 10-4, claimed the title of Rugby Champions of the SEVENTH Fleet. PARRAMATTA's stay was topped off with a formal, inter-wardroom mess night on 30 November which SOMERS' officers will long note and remember. Throughout PARRAMATTA's stay, fast personal friendships were established and international relations cemented. SOMERS truly became an international host, welcoming aboard two Korean Officers and a missile gunners' mate who remained aboard throughout the month of December on temporary assignment for orientation and indoctrination.

The year was not about to end uneventfully. Three days of type training, 3-6 December included anti-submarine warfare exercises with USS GRAYBACK (SS 574), engineering economy trials, and numerous Naval Gunfire exercises at the Tabones range where SOMERS again received her qualification in various types of shore bombardment. Returning to Subic on the afternoon of the 6th, SOMERS made the most of a week or upkeep during which time she again served as flagship for COMCRUDESFOR 7THFLT before getting underway on 13 December in company with USS McMORRIS (DE 1036, USS MARVIN SHIELDS (DE 1063), and USS KAWISHIWI (AO 46) for an opposed sortie from Subic Bay as the initial event of DOLPHIN II '74, a task group ASW exercise. USS GRAYBACK (SS 574) served as an "enemy" submarine for the three days of the exercise but was kept at bay by SOMERS' consistent sonar performance which enabled both urgent and deliberate attacks to be executed while the sub remained at long range. The successful launching of two ASROC's "destroyed" the submarine before he could close KAWISHIWI, the high value target of the exercise.

SOMERS anchored out at anchorage C-6 the evening of 16 December while the motor whale boat was dispatched on a mail and spare parts run to the beach and then spent five days commencing 17 December providing fire for the training of Marines spotters at Tabones Naval Gunfire Support Range.

Returning to Subic the afternoon of 21 December, SOMERS moored outboard USS MISPELLION (AO 105) and USS SCHENECTADY (LST 1185) at Alava Pier. SOMERS shifted berths to Riviera Pier the morning of the 22nd where she quietly spent the Christmas Holidays and capped off a busy, and eventful year in anticipation of the concluding months of the WESTPAC deployment in the Spring of 1974.

DOCUMENTARY ANNEX TO  
HISTORY OF U.S.S. SOMERS (DDG 34)  
FROM 1 JANUARY TO 31 DECEMBER 1973

1. Muster Roll of SOMERS' Personnel as of 31 December 1973.
2. Biography of Commander William E. VOLLMER, Jr., USN,  
Fourth Commanding Officer, USS SOMERS (DDG 34).
3. Biography of Commander Howard L. PABST, USN,  
Fifth Commanding Officer, USS SOMERS (DDG 34).
4. Copies of SUPER-SOMERSGRAMS dated 8 September, 30 November.
5. Welcome Aboard phamplet of USS SOMERS (DDG 34)
6. Change of Command phamplet of USS SOMERS (DDG 34) of  
29 September 1973.
7. "Meritorious Unit Citation" Certificate Awarded for  
Meritorious Service from 22 April 1972 to 28 October 1972.

MUSTER ROLL OF USS SOMERS (DDG 34)  
31 DECEMBER 1973

\* \* \* \* \*

COMMANDING OFFICER

Howard L. PABST, CDR, USN

EXECUTIVE OFFICER

Richard H. WYTTEBACH, LCDR, USN

DEPARTMENT HEADS

SUPPLY - John S. OSWALD, II, LCDR, SC, USN  
OPERATIONS - Charles A. DAVISON, LT, USN  
ENGINEERING - Joseph E. LYONS, LT, USN  
WEAPONS - DeFord E. COCHRAN, LT, USN  
NAVIGATION - Richard M. WEBSTER, Jr., LTJG, USNR

OFFICERS

Donald M. BALTZ, LTJG, USN	Michael J. DELAURENTIS, ENS, SC, USNR
John E. FOERST, LTJG, USN	Vincent D. LACAVA, ENS, USN
William J. McENTEE, LTJG, USN	Clifford A. NANCARROW, ENS, USN
Bruce J. ORR, LTJG, USNR	James R. WALLACE, ENS, USN
Bruce H. WINSTON, LTJG, USN	Jon C. GILBERT, CWO2, USN
Richard S. WECKERLE, CWO2, USN	

CHIEF PETTY OFFICERS

Warren N. LACY, OSCS	Stanford DOUGLAS, BTC
Sherman NAVE, EMCS	James N. KELSEY, QMC
Joseph M. BARNARD, FTMC	James P. NASH, HTC
Mark F. WAGEMAKER, FTGC	Stanley G. NELSON, RMC
Wilburn BARNETT, BMC	Donald J. PRIER, MMC
Donald R. BULLOCK, SMC	Larry D. SCHLIENTZ, MMC
Gordon B. DALTON, ETC	John J. TRIARCHIS, STC
George A. WATLING, HMC	

FIRST CLASS PETTY OFFICERS

Marshall J. AALTO, FTMI	Pedro E. FINCALERO, SH1
Herman M. BENJAMIN, BT1	Leroy GOAD, OS1
Carl M. BOWMAR, OS1	Cornell E. HALL, SK1
David E. CARTER, BM1	Eugene A. HIGGINS, ST1
George V. CASEY, RM1	Ralph C. LUND, GMM1
Ramon F. CASTILLO, BT1	Harry A. MOUREAU, IC1
James CHAPLIN, SM1	Donald H. PULSIFER, NC1
James M. CROWE, GMG1	Robert D. SABIN, BT1
Freddie L. DEICH, EM1	Flaviano L. SINSAY, SD1
Melvin R. FAIRBANKS, EM1	Bobby G. WILLIAMSON, SK1
David WOODS, MM1	

SECOND CLASS PETTY OFFICERS

Eliseo L. ATCHAZO, MR2  
John W. BEAMES, GMT2  
Wayne H. CLARKE, ETR2  
Keith W. DONALDSON, MM2  
John E. ENGEL, STG2  
Dale L. FISHER, BT2  
Allen C. FURR, BT2  
Martin P. GRANT, HM2  
Jerry L. KNOX, RM2  
Ronald J. LAPLANTE, FTM2  
James M. MILLER, PC2  
Robert H. NEWBROUGH, ETR2  
William L. OMENSON, ETN2  
James E. PRATCHARD, ETN2  
Romulo R. SALLEZA, EM2  
Joseph R. SMITH, BT2  
Timothy A. STARK, FTG2  
Royce "R" STOKES, FTG2  
Nestor A. TORRES, FTM2

Emmanuel R. AURE, SD2  
Joel S. BUDKE, EN2  
Loren D. CLIFTON, STG2  
Charles G. ELL, CS2  
David D. FAULTERSACK, ETR2  
James D. FROST, ETN2  
Galen G. GLOETZEL, EW2  
James E. GREBE, GMM2  
Keith A. KRUEGER, ETR2  
Cesar M. MAYOR, DK2  
Michael R. MILLER, FTM2  
Leon M. OERLINE, RM2  
Andrew J. PILARSKI, OS2  
William A. REEVES, ETN2  
Emmett SAWNEY, Jr., MM2  
Roger D. SNOOK, RM2  
Michael D. STILLWELL, PN2  
Dennis R. THOMPSON, MM2  
James E. WILSHIRE, OS2

Michael J. ZEMAITIS, STG2

THIRD CLASS PETTY OFFICERS

Michael J. CALLAHAN, YN3  
William J. BARKER, OS3  
Buddy J. BIGGINS, GMM3  
William E. BORDEN, GMM3  
Wade D. BROWN, QM3  
Douglas E. COPEL, ETR3  
Phillip M. DAMBACH, CS3  
Godfrey P. DUCKWORTH, SH3  
James C. FIELDS, CS3  
Barry E. HOWARD, IC3  
Steven J. JOHNSON, BT3  
John R. JONES, FTG3  
John T. KAAUWAI, RM3  
Jerry L. LIGHTNER, BT3  
Andres L. MAGNO, SD3  
William J. NAVARRO, BT3  
Larry E. NAZARENUS, FTM3  
Peter F. NIEMIEC, BM3  
Walter B. PARHAM, EM3  
Clifford W. REUSCH, FTG3  
John M. RUMA, RM3  
Roy F. SISSON, MM3  
James W. SMITH, STG3

Pedro ALMA, SK3  
Phillip R. BERGLUND, STG3  
David E. BILLY, SK3  
Randolph T. BREMER, BM3  
Dean L. COLBERT, MM3  
Robert B. CORIO, CS3  
Kenneth E. DELK, GMT3  
Keith W. FAUS, BT3  
Steven L. HINKLE, PN3  
Robert G. JENKINS, BT3  
Robert F. JOHNSTON, EM3  
Luis B. JUSTO, SD3  
Leroy W. KISSLER, EM3  
Joseph P. LINDENFELSER, FTG3  
Stanley B. MYATT, RM3  
Kevin B. KRUPA, IC3  
Robert A. NELSON, EW3  
Timothy T. OTT, BT3  
Richard K. PROCKISH, FTM3  
Gary W. ROTT, BT3  
Rolando B. SAYO, SD3  
Gary S. SLY, RM3  
Michael V. THOMPSON, HT3

DESIGNATED NON-RATED

Jerry R. ADAMS, BTFN	Kenneth R. AGEE, OSSN
John D. ANTHONY, OSSA	Gregory K. ARD, BTFA
David C. BAYOT, SDSA	George B. BENTON, ETRSN
Paul E. BERREL, OSSA	Wayne B. BROWN, SKSN
Leo J. CAROFANO, QMSN	Herbert M. CHRYSLER, SKSN
Robert R. COOPER, ETNSN	Damasco M. CORPUZ, SDSN
John S. COTE, ETRSA	James T. COUCH, MMFN
Barry E. DINKEL, ETRSA	Jesse S. EDWARDS, OSSA
Jon M. ETHEREDGE, PNSN	Daryl T. EVERETT, BTFN
Julius T. FAULKNER, OSSN	Steven D. FRY, HTFA
Peter K. GATES, OSSN	Jurtis J. HEINNEN, ICFN
Steven J. HOLDEN, BTFN	James T. HOSEY, HTFN
Gerald G. HUNZIKER, RMSN	Michael D. IRVIN, BTFA
Thomas J. HEANS, YNSN	Bruce A. JOHNSON, SHSN
Kenton L. JONES, TMSA	Dan R. KAUPPI, BTFN
Ronald D. KRINER, SKSN	Renato G. LINGAD, SDSN
Donald W. LOVE, SMSA	Roberto MARTINEZ, MMFA
Richard P. MCDONALD, ICFN	Randolph A. NYSTUL, OSSN
Donald "A" PAUL, MMFA	Joseph L. PERKINS, SMSN
Karl J. PETERSEN, RMSN	Robert L. POWELL, MMFN
George W. RASH, MMFN	Mark A. REAVIS, BTFN
Joseph A. REGINI, MMFA	George A. RISTER, ENFA
Todd W. ROGERS, ETRSA	Jack A. SCHOOLCRAFT, STGSN
Darryl W. SMITH, QMSN	Steven R. SMITH, ETRSA
Lynn E. SORENSEN, BTFA	William W. THOMPSON, ENFA
Mark S. WALKER, BTFA	William G. WALKER, ICFN
Anthony R. WILLIAMSON, EMFA	Robert W. WILMER, FTMSN
Mitchell D. YATES, ICFN	

NON-RATED

Charles A. BOUDREAU, SN	Michael C. ARNOLD, SN
Albert F. BAKER, FN	Donald C. BARNETT, FA
Curtis G. BEAMON, FA	John W. BEAUMON, FA
David D. BIXBY, FN	Curtis C. BOWMAN, SA
Kermit L. BRITTON, FR	Hershell BRYANT, FA
John K. BURKETTE, SN	Rickey E. BURNS, SA
Duane T. BUSHEY, SN	Erlando S. CABUGOS, FN
Rodolfo CENA, SN	Richard A. CHISM, FN
Terry R. CLASON, SN	Michael A. COLLINS, FN
Walter L. COLLINS, SA	Loridto P. CRUZ, SA
Renato N. DACUMOS, FN	Samuel DIAZ, SA
Terry M. DICKENSON, FA	William R. DODSON, FR
Mika FA'AGOGO, SA	Isagani C. FERNANDEZ, SN
Frank D. FOTT, SA	Glen C. FREAUFF, SN
Lowell C. FREYHOLTZ, FA	Larry D. FULKERSON, SN
Richard S. GALEK, SA	Stewart C. GIBBS, SR
Stephen A. GLISSMAN, SN	Wayne A. GLOVER, FA
Daniel L. GOLDEN, FN	Rudy E. GONZALES, SN
Jerry D. GOODRICH, FA	Charles C. GOUDY, SN
Alton D. GRADY, FA	Rinald H. HENDERSON, SA
William L. HUBER, SN	Ronnie P. JIMENEZ, SN

NON-RATED (CONTINUED)

Timothy M. JONES, SN  
John R. KISER, SN  
Dwayne C. LEWIS, SA  
William F. LUNAK, FN  
Timothy D. MCBRIDE, SA  
Richard D. MCGOWAN, SR  
Roger A. MONAST, SA  
Anthony J. OLLENDICK, FA  
Don ORTIZ, SN  
James R. PATTISON, SA  
Rickey E. PETTICREW, SN  
Donald W. RAWHOUSER, SN  
Ernest E. RODRIGUEZ, FA  
Gregory T. SHORT, FA  
Joseph E. SMITH, SR  
Joseph E. STAMPER, SA  
Bradley C. STOREY, FN  
Benjamin T. TENDILLA, SA  
Robert L. WAGNER, SA  
Patrick A. WARD, SA  
Johnny WILLIAMS, FR  
Louis J. WILSON, SR  
Roy H. YEAKEY, FR  
Marc HUDSON, SA

Allen L. KING, SN  
John E. LAVELLE, FA  
Ronald L. LITTLE, SA  
Leslie D. MARKHAM, FN  
Robert J. MCDERMOND, SN  
Allan M. MOGLIOTTI, FR  
John J. MORRISSEN, SR  
Jefferey J. OLSON, SA  
Geminiano C. PAGADUAN, SA  
Steven R. PETERSON, SA  
Joseph H. PRETE, FA  
Rigor H. RAZON, SN  
William J. SELLECK, SN  
Kevin D. SLAYTON, FN  
Michael J. SOLTYSIAK, SN  
Jimmy D. STARKEY, SN  
Rudy J. TAMAYO, SN  
Ruben R. VILLANUEVA, SA  
Daniel P. WARD, FR  
Paul W. WEAVER, FA  
Johnny L. WILLIAMS, SR  
Leo WYNN, FA  
David P. DANIELS, SN  
Larry M. SOUTHERN, SN

COMMANDER WILLIAM E. VOLLMER, JR., USN  
FOURTH COMMANDING OFFICER, USS SOMERS (DDG 34)

\* \* \* \* \*

Commander William Elwell VOLLMER, Jr., a native of (b) (6) Pennsylvania and a graduate of Bucknell University, was commissioned Ensign upon completion of Officer Candidate School in August, 1956.

Commander VOLLMER was first assigned to the USS EPPERSON (DD 719) and served as Combat Information Center Officer, Anti-Submarine Warfare Officer and Operations Officer. From January, 1960 to June, 1961, he commanded the USS HUMMINGBIRD (MSC-192) and was subsequently assigned as Aide to the Chief of the Military Assistance Advisory Group in the Netherlands. In September, 1963, he reported aboard USS HOOPER (DE 1026) as Executive Officer and from May, 1965, to July, 1967, served in the Officer Assignment Section of the Bureau of Naval Personnel. Commander VOLLMER next served as Executive Officer of the USS CLAUDE V. RICKETTS (DDG 5) and then as Commanding Officer of the USS VAN VOORHIS (DE 1028). In 1971 he earned a Master of Science Degree in Financial Management at the Naval Postgraduate School, Monterey, California, and assumed command of USS SOMERS (DDG 34) on 4 March 1972. Commander VOLLMER has been awarded the Bronze Star with combat distinguishing device and the Combat Action Ribbon.

Commander VOLLMER is married and has one daughter.



COMMANDER HOWARD L. PABST, USN

FIFTH COMMANDING OFFICER, USS SOMERS (DDG 34)

\* \* \* \* \*

Commander Howard Lloyd PABST was born in (b)(6), New York on (b)(6). He was graduated from the U.S. Naval Academy in 1958. His first tour of duty was as Damage Control Assistant in USS PERRY (DD 844).

In August of 1959 he was transferred to the Pre-Commissioning Detail of USS DEWEY (DLG 14) where he served as Main Propulsion Assistant and later as ASW Officer from her commissioning in December, 1959, until December, 1961. He reported to the Pre-Commissioning Detail of the USS BIDDLE (DDG 5), later re-named USS RICKETTS, in January, 1962, and served as Engineering Officer through 1963.

In 1964 and 1965 Commander PABST served as an instructor in Naval Tactics at the U.S. Naval Academy. From October, 1965, to August, 1967, he served as Commanding Officer of USS NOXUBEE (AOG 56) participating in POL supply operations in the northern areas of the Republic of Vietnam.

From October, 1967, to April, 1969, Commander PABST served as Executive Officer of USS RICHARD E. BYRD (DDG 23). Following this tour he served as ASW Weapons Officer and later Training Officer on the Staff of Commander Cruiser-Destroyer Force, U.S. Atlantic Fleet.

From April, 1971, to April, 1972, Commander PABST served as Assistant Senior Advisor to the Vietnamese Fleet in the Republic of Vietnam. Following this tour he attended the Naval War College

from which he graduated in June, 1973, and assumed command of USS SOMERS (DDG 34) on 29 September 1973.

Commander PABST holds a Bachelor of Science Degree from the U.S. Naval Academy and a Master of Science Degree in International Affairs from George Washington University. He holds the Armed Forces and Navy Expeditionary Medals, Vietnam Service and Vietnam Campaign Medals, the Bronze Star Medal with Combat "V" and the Combat Action Ribbon.

Commander PABST is married to the former (b) (6) of (b) (6), New York. They have two sons, (b) (6) and (b) (6).



**U. S. S. SOMERS (DDG-34)**  
**FLEET POST OFFICE**  
**SAN FRANCISCO, CALIFORNIA 96601**

**IN REPLY REFER TO:**  
**DDG34/WEV:mjc**  
**5750**  
**Ser: 109**  
**21 Mar 1973**

**From:** Commanding Officer, USS SOMERS (DDG34)  
**To:** Director of Naval History (OP-09B9), Washington Navy  
Yard, Washington, D. C., 20390  
**Subj:** USS SOMERS (DDG-34) 1972 Command History (OPNAV Report  
5750-1); submission of  
**Ref:** (a) OPNAVINST 5750.12A  
**Encl:** (1) Chronology of events  
(2) Narrative of events  
(3) Documentary Annex to the History of USS SOMERS  
1. In accordance with reference (a), enclosures (1) through  
(3) are submitted.

*[Signature]*  
W. E. VOLLMER, JR.

**Copy to:**  
CINCPACFLT (W/encl)  
COMCRUDESPAC (W/encl)  
COMCRUDESFLOT THREE (W/encl)  
COMDESRON THIRTYFIVE (W/encl)

CHRONOLOGY OF EVENTS OF USS SOMERS (DDG-34) 1 JANUARY TO 31 DECEMBER 1972

1-3 JAN	RAV, LONG BEACH NAVAL SHIPYARD
4 JAN	SHIP TRIALS, SOCIAL OPAREAS
5-9 JAN	INPORT LONG BEACH
10-14 JAN	MISSILE SQT, SOCIAL OPAREAS
15-30 JAN	INPORT LBEACH
31 JAN - 17 MAR	REFTRA, SOCIAL OPAREAS
18-21 MAR	INPORT LBEACH
22 MAR	NWAI
23-26 MAR	INPORT LBEACH
27-31 MAR	COMPTUEX, SOCIAL OPAREAS
1-9 APR	INPORT LBEACH, POM
10-15 APR	ENROUTE PEARL HARBOR
16 APR	INPORT PEARL HARBOR
17-24 APR	ENROUTE GUAM, MARIANNAS
25 APR	INPORT GUAM, MARIANNAS
26-29 APR	ENROUTE SUBIC BAY, P.I.
30 APR	INPORT SUBIC BAY, P.I.
1-3 MAY	ENROUTE SINGAPORE
4 MAY	MAN OF WAR ANCHORAGE, SINGAPORE
5-7 MAY	CVA ESCORT, ENROUTE SUBIC BAY, P.I.
8 MAY	ANCHOR SUBIC BAY, P.I.
9-25 MAY	CVA OPERATIONS, TONKIN GULF
26 MAY - 6 JUN	NAVAL GUNFIRE SUPPORT, RVN
7-8 JUN	ENROUTE SUBIC BAY, P.I.
9-17 JUN	INPORT SUBIC BAY, P.I.
18 JUN - 2 JUL	CVA OPERATIONS, TONKIN GULF
3 JUL	INPORT SUBIC BAY, P.I.
4 JUL	ENROUTE SOUTH TALOS STATION
5-9 JUL	SOUTH TALOS STATION
10-16 JUL	NAVAL GUNFIRE SUPPORT, RVN
17 JUL - 3 AUG	CVA OPERATIONS, TONKIN GULF
4 AUG	ENROUTE SUBIC BAY, P.I.
5-13 AUG	INPORT SUBIC BAY, P. I.
14-16 AUG	ENROUTE YANKEE STATION
17-28 AUG	CVA OPERATIONS, TONKIN GULF
29 AUG - 1 SEP	NAVAL GUNFIRE SUPPORT, RVN
2-6 SEP	ENROUTE SASEBO, JAPAN
7-14 SEP	INPORT SASEBO, JAPAN
15-18 SEP	ENROUTE YANKEE STATION
19-20 SEP	CVA OPERATIONS, TONKIN GULF
21-27 SEP	NAVAL GUNFIRE SUPPORT, RVN
28 SEP - 11 OCT	PIRAZ STATION
12-13 OCT	ENROUTE HONG KONG, B.C.C.
14-19 OCT	INPORT HONG KONG, B.C.C.
20-21 OCT	ENROUTE SUBIC BAY, P.I.
22 OCT	INPORT SUBIC BAY, P.I.
23- 8 DEC	ENROUTE CONUS
9 NOV -11 DEC	INPORT LBEACH
12-13 DEC	MOSS TESTS, SOCIAL OPAREAS
14-31 DEC	INPORT LBEACH

ENCLOSURE (1)

NARRATIVE OF EVENTS OF USS SOMERS  
(DDG-34)

1 JANUARY TO 31 DECEMBER 1972

SOMERS welcomed in the New Year of 1972 in floating dry dock #48, Long Beach Naval Shipyard. Two days later, SOMERS was underway once again, steaming to Long Beach Naval Station.

Her shipyard overhaul behind her now, it was time to work back to fighting trim. The first step was a trip to Seal Beach and the Naval Weapons Station to on-load a full allowance of five inch ammunition, torpedoes, missiles and ASROC. After load-out, three days were spent at the SACS pier where sensitivity checks were run on the ship's sonar equipment which is utilized in detection of submarines.

On 10 January, the ship took part in Missile System Qualification Tests with the USS JOUETT (DLG-29) in operations areas off the Southern California Coast. SOMERS completed her part of the exercises and systems checks in half of the normal allotted time. Included in the four-day period was a gun shoot, as well as various drills at General Quarters. In preparation for Refresher Training, a pre-training battle problem was run to determine the ship's battle readiness under simulated battle conditions.

The remainder of January was spent in port (Long Beach) readying for that uniquely challenging period in a combatant vessel's life--Refresher Training. Two weeks of intense activity ensued as minor discrepancies and last minute preparations were made to weather the storm that always marks the arrival of the Fleet Training Group. The last day of January saw the Super-SOMERS arriving at Pier #2, San Diego Naval Station, to begin REFTRA.

The Training Readiness Evaluation was conducted during the first week. Equipment check-off lists were executed, and all was made ready for the next six weeks of intensive training. On the Eighth of February, the first of three battle problems was run. The volume and variety of training evolutions that followed were extensive. For example, a vertical replenishment, an underway replenishment with the USS CACAPON (AO-52), and a manila highline with the USS OSBORNE (DD-846) were conducted in three consecutive days. These particular evolutions constituted SOMERS' introduction to the seamanship phase of REFTRA.

Time was available, however, on 20 February to observe SOMERS' fourth birthday as (DDG-34) since her conversion from (DD-947) in 1968. A party with cake and ice cream was held in the evening in the crew's dining hall to celebrate the event.

Enclosure (2)

Then it was back again to the rigors of REFTRA. The Engineers underwent continuous casualty control and damage control drills. Operations Department personnel were taken through their paces as equipment tests, communications, plotting and electronic warfare exercises were conducted. Weapons Department personnel fired guns, missiles, torpedoes and exercised at myriad deck evolution stations. The Supply Department was called upon to feed the crew under battle conditions on two occasions and to provide continuous spare-parts support. During the month of February, SOMERS operated with the USS EVERSOLE (DD-789) in a number of dual ship anti-submarine warfare exercises.

With the advent of March, SOMERS was still engaged in operations with the Fleet Training Group. On the first, the crew exercised at General Quarters while conducting Shore Bombardment at San Clemente in an effort to qualify her single five inch/fifty-four gun mount. By late afternoon, the qualification was obtained, and the ship was ready for employment as a naval gunfire support ship. Later in the week, after communication drills with the USS EVERSOLE (DD-789), a midterm battle problem indicated there was room for improvement, and the second half of REFTRA was underway.

On the 8th of March, more firing was in order. This time, the ship fired at a surface target: an inflatable balloon. Subjected to intensive surface bursts, the riddled balloon became another testament to the effectiveness of SOMERS' long gun.

As REFTRA drew to a close, only two hurdles stood between the ship and her homeport. The first was a run through the Pacific Missile Range which SOMERS cleared with ease. Firing three missiles from her TARTER battery, the Super-SOMERS scored three hits for three shots on the jet target drone. One of the hits was a direct hit with a non-explosive telemetry missile--a rare feat indeed! Then only one obstacle remained--the final battle problem. Fully drilled after six weeks of training, the ship and her crew completed the battle problem with flying colors and returned to Long Beach for a brief respite from the whirlwind activity.

A week later, the Nuclear Weapons Training Center boarded SOMERS to conduct a Nuclear Weapons Acceptance Inspection. Again, preparation and hard work paid off and the ship took one more step toward one-hundred percent qualification for deployment as she demonstrated her capability to carry Nuclear Weapons.

The last operation period before deployment was from 27-31 March: a fleet exercise called COMPTUEX which was designed to test the ship's operations in a multi-ship environment. Operating with other Long Beach destroyers, the ship fired two more missiles, a torpedo, and over two hundred rounds from her five-inch gun.

The month of April brought with it a renewed offensive in Viet Nam and news of our early deployment. The SOMERS, along with some of her sister ships, was placed on a forty-eight-hour standby; and on Friday the 8th, the order came, "Deploy the 10th." With her training and qualifications behind her, it was only a matter of a few minute errands and a few hurried goodbyes to loved ones before sailing at 0800 hours, 10 April, for Pearl Harbor, Hawaii, the first stop on her journey to combat operations in the Western Pacific.

For the rest of April, the days of transit were occupied by exercises at General Quarters and Condition III watch standing stations. Gun firings were conducted among the three ships in the task unit. The task unit was comprised of SOMERS, the USS BERKELEY (DDG-15) and the USS HULL (DD-945). Commander Destroyer Squadron NINETEEN was in command of the task unit. Between Pearl Harbor and Guam, an underway replenishment with the USS HASSAYAMPA (AO-145) provided a preview of more UNREPS to come.

The 19th of April, the day that never happened, put the Super-SOMERS across the International Dateline and into the "Realm of the Golden Dragon." Six days later the ship moored briefly at Pier Echo, Naval Station Guam, to take on fuel before continuing her transit to the west. The end of April saw the ship inport Subic Bay, Republic of the Philippines, awaiting further orders.

The next day it was underway once again. SOMERS was ordered to rendezvous with the USS SARATOGA (CV-60). SARATOGA was enroute to the Tonkin Gulf from the Indian Ocean, and an Equator crossing was anticipated. The Shellbacks on board were temporarily disappointed, however, when the southward track was ended by an overnight fuel stop in Singapore with the ship at the Man-O-War Anchorage. At 0249 on the 5th, it was off to find the big carrier again, and this time SOMERS was to cross the magic line at 106-03° E longitude at 1254 on the 5th of May. The ceremony was replete with pleas for mercy from slimy polliwogs, but mercy was in short supply.

The next day SOMERS met SARATOGA and escorted her back to Subic Bay. Upon arriving at Subic Bay, the ship remained overnight in a six-ship nest alongside the USS SAMUEL GOMPERS (AD-37). The following day, SOMERS was underway for the first real work of the deployment: three weeks of plane guard operations. SOMERS' Yankee Station comrades were the USS KITTY HAWK (CVA-64) and the USS MIDWAY (CVA-41). Happily, the stint as rescue destroyer was uneventful in terms of pilot rescue; and the ship's duties were primarily as an anti-aircraft defense mutual support ship. Numerous gun firings, boat evolutions, fuel underway replenishments and drills at General Quarters were accomplished during this period

On the 26th of May, SOMERS was on her way to the Naval Gunfire Support Line off the coast of the Republic of Viet Nam for her first gunline tour. Originally anticipating duty further south, a change in orders sent SOMERS further north off the mouth of the Qua Viet river in the vicinity of Quang Tri. SOMERS tour on the gunline coincided with the seige of that city and activity was high. It was during this period that the first hostile fire from shore batteries was received by SOMERS. On 31 May, seven rounds of enemy fire were received and again on 1 June, another six rounds were received. After this initial excitement, the pace became pretty routine. Time was shared between unloading numerous rounds on target and taking aboard more rounds from ammunition ships. After a rigorous tour at sea, SOMERS put her bow east and headed for Subic Bay and a much welcomed week inport. This first inport period was relatively quiet and provided a good opportunity for minor repairs and general upkeep. On the last day inport, SOMERS welcomed three midshipmen first class aboard for their indoctrination cruise. SOMERS was underway the following morning for anti-submarine warfare operations with the USS TICONDEROGA (CVS-14) in the South Tonkin Gulf.

The tempo of operations was somewhat similar to plane-guarding for one of the bigger attack carriers; except for a somewhat easier load on the engineers due to the slower speeds necessary to launch and recover TICO's propellar type ASW aircraft. A lot of excitement was generated when about dark on 21 June the words "man overboard" put SOMERS' lifeboat detail into action. Two men were recovered who had fallen from the deck of the TICONDEROGA. Both men were apparently unhurt and returned by helo to their ship a few minutes later. June ended with a triple UNREP from the USS MARS (AFS-1) for stores, the USS VEGA (AF-59) for additional stores, and the USS CHIPOLA (AO-63) for fuel.

It looked like the Fourth of July would be an inport holiday for the ship as she escorted TICONDEROGA back to Subic Bay on 2 July. Such was not to be the case, however. After arriving late on the 3rd, SOMERS left early the next morning for a date with the nuclear-powered Guided Missile Cruiser USS LONG BEACH (CLGN-9). SOMERS' role was to provide close perimeter anti-air protection for the LONG BEACH's operations at South Talos Station. Training and various drills were conducted while the ship maintained an alert Condition III status.

After a week on South Talos Station, SOMERS rendezvoused with the USS SANTA BARBARA (AE-28) for a full ammunition on-load. SOMERS was then assigned to join Task Unit 70.8.9 at Point Angela for naval gunfire support operations. The Super-SOMERS spent the next week off the coast of Viet Nam in support of allied troops in and around the city of Quang Tri. Soon, however, it was back to carrier escort duties. Once again the familiar stern of the USS KITTY HAWK (CVA-63) loomed in SOMERS' view. For the next sixteen days, work became routine. Much needed top-side preservation was conducted and General Quarters and other drills kept the men of SOMERS highly trained to perform the variety of tasks that were



demanding of destroyer in the South China Sea.

The 4th of August saw the ship in company with the KITTY HAWK steaming to Subic Bay for a period of inport time after forty-nine days at sea. Arriving on the 5th, the ship stayed inport almost ten days while work on the five-inch gun and the engineering plant was conducted. It was a busy time for all hands, but time was still found by all to take advantage of the various recreational opportunities in and around Subic. Soon, however, it was back to the business at hand; and on 14 August, SOMERS sailed past Grande Island bound for the gunline. Her stay on the gunline was short-lived, however, due to an urgent need for her services elsewhere. Quickly becoming the most experienced plane-guard destroyer in WESTPAC, the ship joined her old friend, the USS SARATOGA (CV-60), once again. The hard work that was becoming expected began anew.

The 23rd of August brought a relief for SARATOGA in the form of the KITTY HAWK. SOMERS stayed, relieving the HAWK's old escort, the USS WORDEN (DLG-18). Escort duty continued uninterrupted for another week.

New orders came on the 29th to report back to the gunline. Arriving in the early evening, SOMERS settled down to the business at hand with various missions ranging from "Call for Fire" to "Harrassment and Interdiction" firing on a variety of targets.

Deterioration of the weather on the 2nd of September made it necessary to leave the gunline briefly for storm evasion maneuvers. The formation of ships grew as up and down the coast ships were forced to leave station and head south. Eventually, the task group grew to fourteen ships and the operation was reminiscent of the formations of an earlier era. The storm passed quickly, and the next day happy news was received. The ship was to detach and proceed to Sasebo, Japan, for a week inport.

Sasebo was the first foreign port--other than Subic Bay--that SOMERS had visited since reporting for duty in the Western Pacific. All hands took maximum advantage of liberty time to get a close look at their first real foreign port-of-call. To assist the crew in their touring venture, the ship's special services group organized tours to Nagasaki, Unzen National Forest and Karatsu where a unique look at Japanese culture was offered. Japan was also an excellent stop for all the camera and stereo enthusiasts to stock up on quality equipment at special prices.

Lines were cast off once again on the 15th of September when SOMERS headed south for operations on Yankee Station. The USS MIDWAY (CVA-41) made use of the SOMERS' services as plane-guard; but only briefly, for at midnight the same day, SOMERS was ordered to the gunline. This was SOMERS' last tour on the gunline; and although it was only for a week, it proved to be one of the most demanding. Gunfire from SOMERS was accurate and dependable

with over four-hundred rounds delivered on target during the last night.

With the cruise drawing to a close there was one last combat assignment. Late September saw the ship operating again with LONG BEACH off the northern coast of the Republic of Viet Nam on the Positive Identification and Radar Zone Station. SOMERS' primary duties consisted of air surveillance and close-in air defense for the cruiser. About a week later, the USS TRUXTON (DLGN-35) arrived on station to relieve LONG BEACH. SOMERS remained on station until 11 October; at which time she was relieved by the USS EVERSOLE (DD-789). With her last duties properly discharged, it was time to head home. The ship pointed her bow in the direction of the first homeward-bound stop--the British Crown Colony of Hong Kong. The last UNREP conducted in the Western Pacific was held with the USS KANSAS CITY (AOR-3) on the 12th of October.

A two day transit saw the ship to Hong Kong and the first and last true liberty port during the seven month deployment. No repair work, other than normal maintenance, was undertaken during the week inport. SOMERSMEN devoted themselves fully to the task at hand--enjoying Hong Kong and looking forward to a swift transit to the States. On the 20th, the ship was underway from bouy #1, Naval Mooring Area, Hong Kong Harbor, enroute to Long Beach, California, via Subic Bay, Guam and Pearl Harbor. Her companions for the voyage home were two other members of Destroyer Squadron NINETEEN--the USS EVERSOLE (DD-789) and the USS OZBORNE (DD-846); as well as the USS BERKELEY (DDG-15) and the USS JOHN S. MC CAIN (DDG-36).

The State-side transit was noteworthy only in its sameness. The days passed slowly and no amount of ship handling drills, General Quarters, and cook-outs seemed to make them pass any quicker.

The big day finally arrived; and on 9 November, the familiar skyline of our homeport was visible for the first time in seven months. A warm welcome home was on tap; and after the festivities had quieted down, a pride in a job "well done" was the prevailing spirit.

The remaining months of 1972 were uneventful in terms of underway time. Until the middle of December, time was allotted simply to taking advantage of being home. However, even a veteran of a long deployment must earn her daily bread, and a two-day period at sea was scheduled on the 12th and 13th of December to conduct test firings of two ASROC missiles and a torpedo.

The year ended with SOMERS observing a holiday leave and up-keep period in her berth at Long Beach Naval Station, Pier 15. It had been a busy year with well over half of the year spent away from home. The USS SOMERS (DDG-34) had once again lived

up to her nickname--the "SUPER".

It was later learned that the Super-SOMERS was awarded the Type Commander's "E" for excellence awards for the competitive year ending in October, 1972, in areas of Operations, Gunnery, Missiles, and Engineering.



U. S. S. SOMERS (DDG-34)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

IN REPLY REFER TO:  
DDG34/WEV:tji  
5750  
Ser: 196  
07 APR 72

From: Commanding Officer, USS SOMERS (DDG 34)  
To: Director of Naval History (OP-09B9), Washington Navy  
Yard, Washington, D. C. 20390

Subj: USS SOMERS (DDG 34) 1971 Command History (OPNAV  
Report 5750-1); submission of

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Chronology of Events  
(2) Narrative of Events  
(3) Documentary Annex to the History of USS SOMERS  
(DDG 34)

1. In accordance with reference (a), enclosures (1) through  
(3) are submitted.

  
W. E. VOLLMER, JR.

Copy to:  
CINCPACFLT  
COMCRUDESPAC  
COMCRUDESFLT THREE  
COMDESRON NINETEEN

# CHRONOLOGY OF EVENTS OF USS SOMERS (DDG 34)

1 JANUARY TO 31 DECEMBER 1971

1 - 9 JAN	Naval Gunfire Support, RVN
10-14 JAN	CVA Operations, Tonkin Gulf
15 JAN	Enroute Subic Bay, P.I.
16-21 JAN	Upkeep Subic Bay, P.I.
22-23 JAN	SAMEX, Enroute Yankee Station
24-31 JAN	CVA Operations, Tonkin Gulf
1 - 2 FEB	Enroute Keelung, Taiwan
3 - 5 FEB	Inport Keelung, Taiwan
6 - 7 FEB	Enroute Yankee Station
8 -19 FEB	CVA Operations, Tonkin Gulf
20-28 FEB	Naval Gunfire Support, RVN
1 - 2 MAR	Enroute Hong Kong, B.C.C.
3 - 8 MAR	Inport Hong Kong, B.C.C.
9 MAR	Enroute Yankee Station
10-15 MAR	CVA Operations, Tonkin Gulf
16-22 MAR	Northern Search and Rescue Station
23-25 MAR	Enroute Singapore
26-28 MAR	Inport Singapore
29 MAR	Enroute Penang, Malaysia
30-31 MAR	Inport Penang, Malaysia
1 - 4 APR	Enroute Yankee Station
5 - 9 APR	CVA Operations, Tonkin Gulf
10 APR	Enroute Subic Bay, P.I.
11-19 APR	Inport Subic Bay, P.I.
20 APR	JAMEX, Subic OPAREAS
21-23 APR	Inport San Fernando, P.I.
24-25 APR	Enroute Yankee Station
26 APR-3 MAY	CVA Operations, Tonkin Gulf
4 -22 MAY	Enroute CONUS
23 MAY-27 JUN	Inport Long Beach
28-30 JUN	CVA Operations, SOCAL OPAREAS
1 - 2 JUL	CVA Operations, SOCAL OPAREAS
3 - 5 JUL	Inport Long Beach
6 JUL	Ammunition Offload, Seal Beach
7 JUL	Inport Long Beach
8 JUL	Ships Trials/Woman Marine Officer's Indoctrination Cruise
9 JUL	Dependents Cruise
9 JUL-9 AUG	Inport Long Beach, Pre-Overhaul
9 AUG-3 DEC	Regular Overhaul, Long Beach Naval Shipyard
4 -31 DEC	RAV, Long Beach Naval Shipyard

Enclosure (1)

## NARRATIVE OF EVENTS OF USS SOMERS (DDG 34)

1 JANUARY TO 31 DECEMBER 1971

The first day of the new year found SOMERS engaged in a New Years cease fire off the coast of the Republic of Vietnam. At 1800, 1 January 1971, the cease fire ended and SOMERS once again began conducting Naval Gunfire Support Missions.

While on the gun line, SOMERS rearmed from USS HALEAHALA (AO 25), transferred stores from USS VEGA (AFS 59) at anchor in DaNang Harbor and rearmed and refueled from USS ASHTABULA (AO 51) on three consecutive days, January 2, 3 and 4. The next five days saw SOMERS continuing the gun line assignment. The 8th of January was a red-letter day in terms of crew morale after an UNREP with USS KILAUEA (AE 26) resulted in a substantial load of mail. The following morning, a welcome relief from gunline duty appeared in the form of USS LYNDE MC CORMICK (DDG 8) with COMDESDIV 72 embarked. After a morning UNREP with USS KAWISHIWI (AO 146), SOMERS participated in oceanographic work, dropping drift cards in the South Tonkin Gulf, in an effort to determine currents in that area.

From the South Gulf, it was on to Yankee Station for a pre-dawn rendezvous with USS HANCOCK (CVA 19). Also present to form TG 77.4.2 was the Australian Guided Missile Destroyer HMAS PERTH (D 38). After five days of plane guard duty with HANCOCK, SOMERS proceeded to Subic Bay for needed upkeep after three weeks at sea. On the night of the 15th of January, enroute to Subic, SOMERS was detached once again to lay drift cards south of the Paracels Islands.

Arrival inport on the 16th was a welcome stop. The crew spent the weekend making maximum use of the liberty. The next week was a busy one for all hands as the ship prepared for the next round of CVA operations. At 0203 on the 22nd of January, SOMERS was underway from Alava Pier, Subic Bay for Yankee Station in the Tonkin Gulf. Enroute to her OPAREA, SOMERS attempted to conduct a surface-to-air missile firing exercise but the assigned target drone provided for the exercise failed 40 miles short of SOMERS.

On the night of January 29th, while in company with USS HANCOCK (CVA 19), disaster struck SOMERS plane guard sister ship, USS HAMNER (DD 718). As she made her approach on USS CAMDEN (AOE 2), HAMNER collided, stoving in her port anchor. The HAMNER was replaced by USS KEPPLER (DD 765). At 1630, 26 January, HANCOCK lost an A-4 and pilot into the water on launch. SOMERS raced to the scene and conducted a search only to find some floating debris. The carrier called off the search at sunset, but the memory of the tragedy lingered. The 27th saw another UNREP with the CAMDEN. Planeguard duty

Enclosure (2)

was continued until the 29th when SUPER SOMERS was detached to conduct single and dual Anti-Submarine attacks on the USS TANG (SS 563) with the assistance of USS KEPPLER (DD 865). The last day of January, SOMERS was relieved of plane guard by USS HOEL (DDG 13) and proceeded enroute Kee-Lung, Taiwan for some rest and relaxation after a busy month.

The ship spent three short days in KeeLung before heading back to Yankee Station operations with USS HANCOCK (CVA 19) on 6 February. For the following 11 days the ship spend most of the time plane guarding. Time was allotted for drills at general quarters, Officer of the Deck training and an abandon ship drill. The routine was broken on the 10th of February by observance of the third anniversary of SOMERS commissioning as a DDG. Holiday routine prevailed and even rare sunny weather broke through to grace the topside cookout.

The 19th of February the various departments concerned began retraining for the upcoming Naval Gunfire Support period. On the 20th, SOMERS was detached from USS RANGER (CVA 61) after three days of plane guard duty. The morning of 21 February SOMERS was on her way to rendezvous with USS OZBOURN (DD 846). At 1500, in spite of heavy fog, briefing personnel were transferred by motor whale boat from OZBOURN. At 1700 SUPER SOMERS once again commenced NGFS duties.

During the next eight days the ship and crew settled into the routine of NGFS operations, long watches, periods of little operational activity and sudden periods of arduous work. The last day of February, five Marine gun fire spotters came aboard SOMERS and were much impressed by a topside steak cookout held in their honor. Their visit was to thank the SUPER SOMERS for her reliable and accurate gunfire support. Also, the Marines presented the ship with three captured enemy weapons, trophies captured directly as a result of her work on the gunline. These three weapons have been encased and mounted in the CPO and Crew's Messes. It was a fitting note for the last assignment on the gunline in 1971. In this time the ship never failed to meet a commitment as an NGFS ship, delivering 2036 rounds of fire at a variety of targets under all conditions of weather and sea.

About 0600, 1 March SOMERS was relieved of her gunline duties by USS EVERSOLE (DD 789) and COMDESRON 29 relieved COMDESRON 9. Then it was underway for the British Crown Colony, Hong Kong a week earlier than scheduled due to operational requirements placed on HANCOCK, whom we were to accompany. After meeting both HANCOCK and USS HOLLISTER (DD 788) on the 2nd of March, the ship steamed into Hong Kong harbor to moor at 1000 on the 3rd of March. The following six days were spent with ships company enjoying maximum liberty

in one of the Orient's finest ports. As our stay in Hong Kong drew to an end, the ladies of the Red Cross stopped at the ship to collect donations of blood. SOMERSMEN gave over fifty pints of blood in an unselfish gesture of good will. Soon however, it was time to say farewell to Hong Kong and set out once again to sea and Yankee Station for plane guarding operations with HANCOCK, arriving on 9 March.

Detached on March 11th for independent steaming exercises, the ship took advantage of the free time to conduct ship-handling and man overboard drills for the benefit of the junior officers. Later on the same afternoon, general quarters was sounded for drill. The damage control parties conducted practical training during this period. In the late afternoon of 13 March SOMERS was called away unexpectedly from her plane guard duties with HANCOCK to relieve USS HOEL (DDG 13).

The ships new duties involved acting as an advance radar picket ship at North Search and Rescue Station, Tonkin Gulf. On the 14th of March, USS JOHN R. CRAIG (DD 885) was relieved as backup ship by USS O'BRIEN (DD 725). For the next week the ship was at condition of readiness III, with all vital weapons and tracking stations manned and alert for enemy aircraft and providing assistance to friendly aircraft.

The long grind came to an end on 24 March with USS HALSEY (DLG 23) relieving DDG 34 of her North SAR responsibilities at about 1000. SOMERS was then on her way to the port of Singapore. The change in weather was noticeable as the ship headed into the tropical latitudes. After a two day transit, on the 26th of March, SOMERS moored at Her Majesties Dockyard, Singapore. For the next three days the crew enjoyed some excellent liberty in one of the cleanest ports visited. It was also a busy time however, as many long delayed jobs were accomplished with the excellent assistance of the Malaysian dockyard workers.

At 0900, 29 March we departed Singapore for a brief stop in Penang, Malaysia. An unusual port, Panang provided an opportunity to enjoy beautiful beaches and tropical weather prior to heading for Yankee Station. The month of April began with SOMERS proceeding a circuitous path to Yankee Station, via the realm of Neptune Rex. The prospect of equator crossing festivities sparked an outbreak of shellback - polywog skirmishes. The big event was temporarily postponed while a schedule change routing us to the Indian Ocean was pondered. It was evaluated as an April Fools hoax and SOMERS pushed southward. On 2 April at 1300 she entered King Neptunes domaine and all hands took part in the frolic. The fun was over too soon and then SOMERS was enroute to Yankee Station.



5th of April SOMERS began plane guard duty with USS [redacted] for the next 5 days. Good Friday was observed on [redacted] and we were fortunate enough to have a visit by two Navy Chaplains by helicopter transfer. The next day was underway for Subic Bay again for an extended upkeep period. 0800, 11 April, the ship moored to Riveria Pier, U. S. Naval Station, Subic Bay. The week that followed provided ships company with relaxation during liberty time and participation in an extensive intraship softball tournament. The tournament culminated in a final play-off at the ships party. During this period, a good deal of work was accomplished with the help of a tender availability in the USS DIXIE (AD 14). Final preparations were made for one last plane guard duty and the trip home in May. The day before putting to sea, personnel from the Bureau of Naval Personnel came aboard to conduct a manpower survey. The purpose of the survey was to determine how closely the manpower requirements of the DDG 31 class destroyer were met by current allowances. The team worked with the ship for the next three weeks, assigning numbers to certain personnel and observing their activities.

Early morning on the 20th SOMERS was underway for Subic Bay Operating Areas to conduct missile firing and prove once again SUPER. At 1400, a jet drone was launched from San Fernando, Republic of the Philippines. SOMERS fired two missiles, and scored a direct hit with her first shot, a non-warhead telemetry missile.

The last liberty port SOMERS visited before turning homeward was San Fernando. A small, quiet city, San Fernando was the site of an Air Force base. SOMERS was the only ship present in port with the exception of an Army tugboat. A ship the size of SOMERS sparked a good deal of interest among the Air Force people as well as the townspeople of San Fernando.

The 26th of April SOMERS was back to work. Operations were conducted with USS HANCOCK (CVA 19) and USS EVERETT F. LARSON (DD 830). Plane guard duty continued until the 28th when all Task Force 77 units gathered to conduct a three day Anti-Air Warfare exercise called Beacon Tiger Eight. The exercise was completed the 30th of April with SOMERS gaining valuable experience. The first day of May brought with it warnings of Typhoon Wanda. The storm was headed straight north at Yankee Station. Units joined in a carrier disposition and headed east to avoid the typhoon. After taking a southerly course around the east side of the Paracels Island group

the Task Force headed back to the west hoping to  
weather the south of Wanda. By the 3rd the  
we had cleared sufficiently to allow the carrier to  
operate aircraft. 2000, SOMERS was detached to proceed  
independently to Long Beach, California via Yokosuka, Japan.

On the 9th of May the ship pulled into Yokosuka, Japan  
for one last day of liberty and a chance to make last minute  
purchases. The following morning SOMERS was enroute to Long  
Beach. On the way to Long Beach, stops were made on the 13th  
at Midway, and the 17th of May at Pearl Harbor, Hawaii.

On Saturday, May at 1400, to the cheers of a happy  
crowd of dependents and friends, SOMERS returned to U. S.  
Naval Station, Long Beach, California marking the end of  
the long six month deployment for 1971.

For the next 30 days, a leave and upkeep period was observed.  
The time was utilized to bring both men and material back to  
peak efficiency after the long cruise. Maximum leave and  
liberty was observed by the ships company. After the long  
rest, a three day period of carrier operations was in store  
for SOMERS on the 28th, 29th and 30th of June. This time  
plane guard duties were with USS CONSTELLATION (CVA 64) and  
an UNREP with USS WICHITA (AOR 1) was conducted on the 28th.  
Then on the 1st of July, following a final UNREP with the  
WICHITA, SOMERS was detached late in the evening to return to  
port.

Arriving in port on the morning of the 2nd, SOMERS  
prepared to observe the 4th of July holiday at her moor. On  
the 6th SOMERS was underway for Seal Beach to off-load  
ammunition in preparation for the up coming shipyard period  
and drydocking. After spending the next day in port, SOMERS  
put to sea to conduct pre-overhaul trials on the 8th of July.  
It was an especially auspicious day as SOMERS hosted about  
80 Women Marine Officers as well. It was to be an indoctrina-  
tion cruise for the Ladies from El Toro Marine Air Station.  
The day proved a worthwhile experience for all hands.

A final day of operations was appropriately set aside  
for a dependents cruise on 9 July. With friends and family  
embarked, SOMERS set off for a pleasant day cruising the  
waters off Santa Catalina Island.

The month that followed from 10 July - 9 August, the  
ship remained in port engaged in a pre-overhaul availability  
with the USS PIEDMONT (AD 17). The working day was long,  
while ships company endeavored to accomplish as much ship  
force work as possible prior to regular overhaul.

August USS SOMERS entered U. S. Naval Shipyard, Long Beach, California for her first major overhaul in over three years. One of the major jobs undertaken by the Shipyard was the conversion of SOMERS engineering plant from burning Navy Standard Fuel Oil to burning cleaner Navy Distillate fuel.

SOMERS remained at the Shipyard piers throughout August until the 3rd of September when she entered drydock. For the next month she remained high and dry on keel blocks while her sonar dome, screws, and underwater hull were overhauled.

On the 4th of October the drydock was flooded and once again SOMERS was afloat and shifted berths to the shipyard piers to continue her shipyard period.

As the shipyard overhaul was slowly winding to an end, SOMERS began to prepare for her next major evolution, a battery of sea trials to test all of her major systems and the results of the past three months work. In preparation for this event, FAST cruise was conducted on 17 November. The cruise, which was conducted at the pier in order to simulate an at sea environment, was unusual in that the entire ship's company was aboard overnight while moored. The time was well spent conducting on station training for bridge and CIC personnel, many of whom were fresh from the Naval Training Center or schools.

It was here SOMERS remained until the morning of 24 November at 0700 when she put out to sea for the first time in almost 4 months. A heavy schedule of weapons and electronics sea trials were conducted with good results.

The following day was Thanksgiving with a four day weekend. For SOMERS men who had made the last cruise it was a welcome change from Thanksgiving the year before, which had been spent at sea, one day west of the International Dateline. The long weekend proved a welcome relief from the rigors of the shipyard.

Monday came all too soon, and on the 27th it was back to sea for another day of sea trials. This period was devoted to Weapons Systems and the results were satisfactory. Two days later, on the 2nd and 3rd, more trials were conducted in the Operations area. The test on the 2nd was a Radio Frequency Interference Survey used to determine whether installed shipboard equipment interfered with Radio Frequency Transmission.

The group of tests on the 3rd of December were Antenna Radiation Pattern tests. For these tests it was necessary that the ship steam around in circles while keeping station 300 yards from a bouy. The ship cruised in a tight circle all day while the patterns of her radio frequency strength were mapped by a shore installation.

The 3rd of December officially marked completion of SOMERS 1971 Shipyard Overhaul. It was with a good deal of satisfaction that the ship entered the last month. In December, SOMERS was assigned a restricted availability to complete unfinished shipyard work and prepare for Refresher Training in San Diego in January. The time was also utilized to continue sea trials, concentrating mostly in the engineering areas.

On the 9th and 10th, SOMERS was underway once again. The tenth was a day of pride for the Engineering Department. SOMERS conducted a full power trial and with a clean hull and a renewed power plant was able to muster up more speed than ever before; at least in the memory of anyone aboard. A long 4 months of hard work had paid off for the Engineers.

The Engineering Sea Trials revealed a vibration problem which caused SOMERS to be drydocked on 23 December in AFDL-48, Long Beach Naval Shipyard. It was here that the SUPER-SOMERS closed the book on a highly successful 1971.